DRPT
Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points

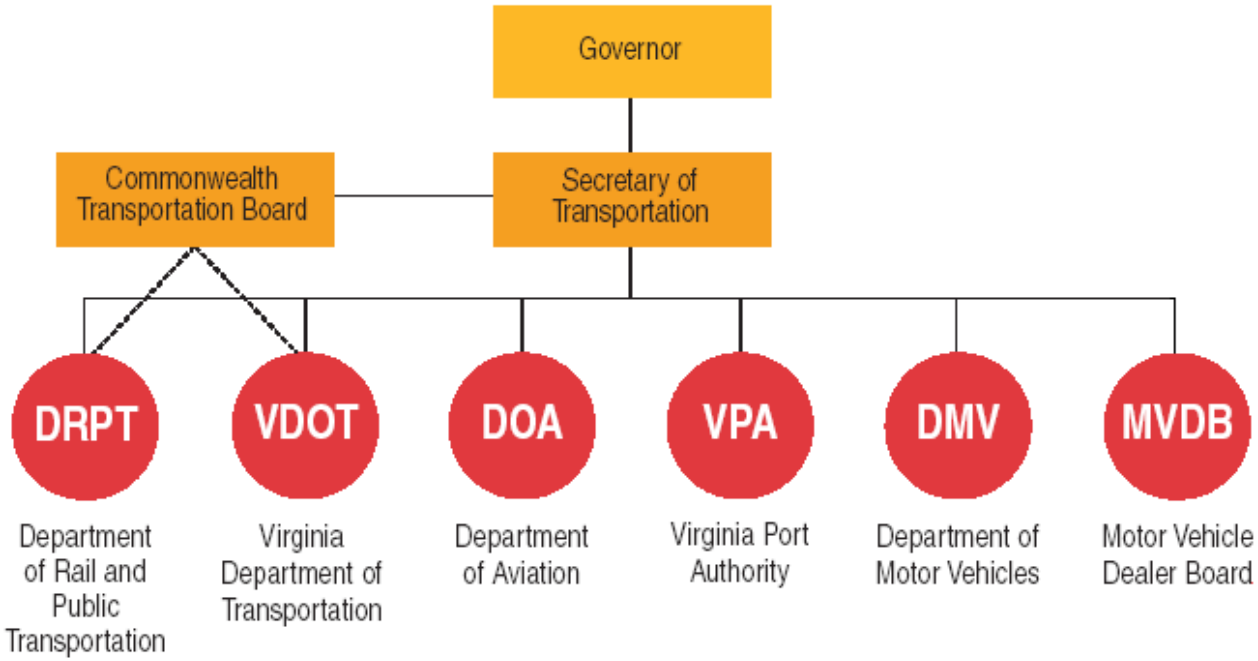
Fairfax County Transportation Summit

March 14, 2005

Karen J. Rae, Director
Virginia Department of Rail and Public Transportation

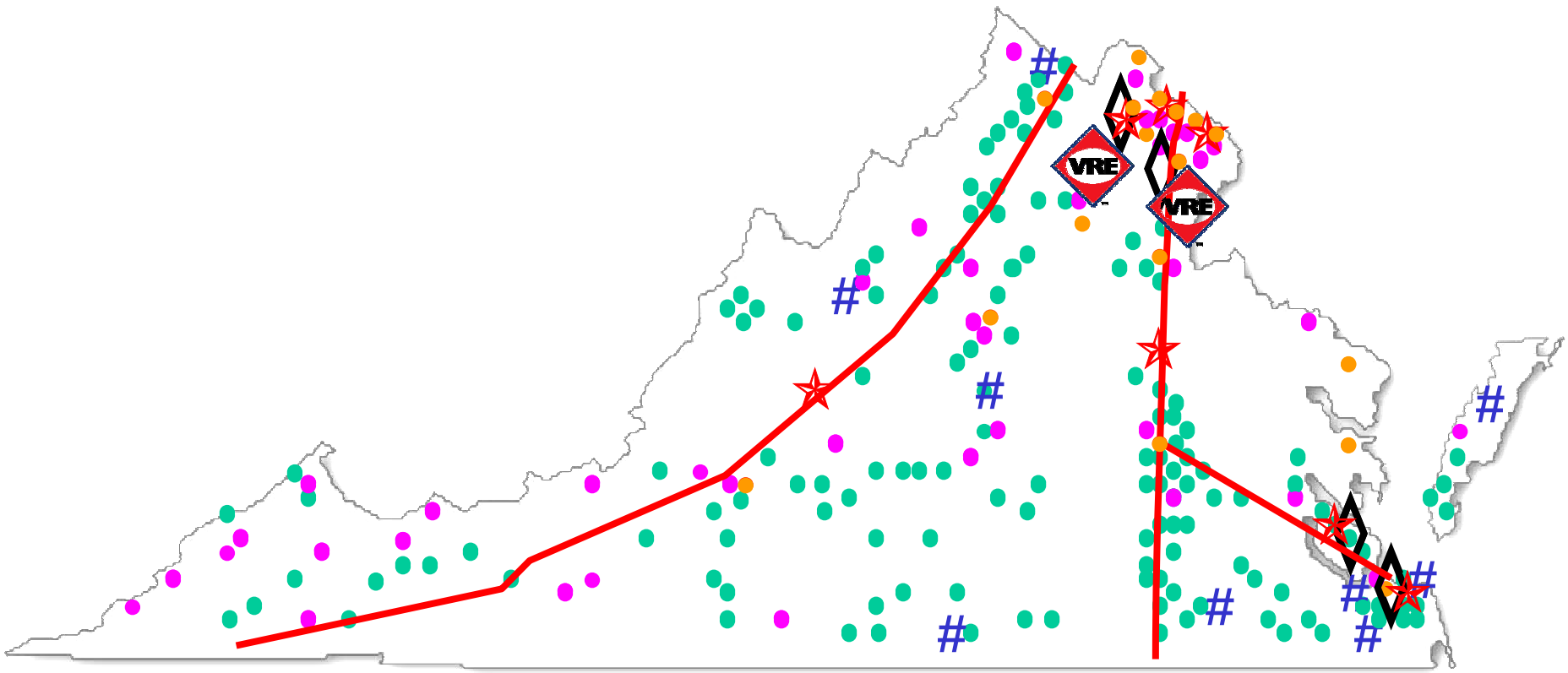
Who is DRPT ?

Small Agency, Far Reaching



- 44 employees, three offices across the Commonwealth
- Work with over 100 public and private partners to provide project management services, planning support, technical expertise, financial support and program advocacy

Statewide Reach



- Public Transportation Systems
- Commuter Assistance Agencies
- Rail Industrial Access Projects

HOV Systems

Special Projects

VRE Commuter Rail

Shortline Rail Preservation Projects

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Agency Partnerships

Transportation System Planning

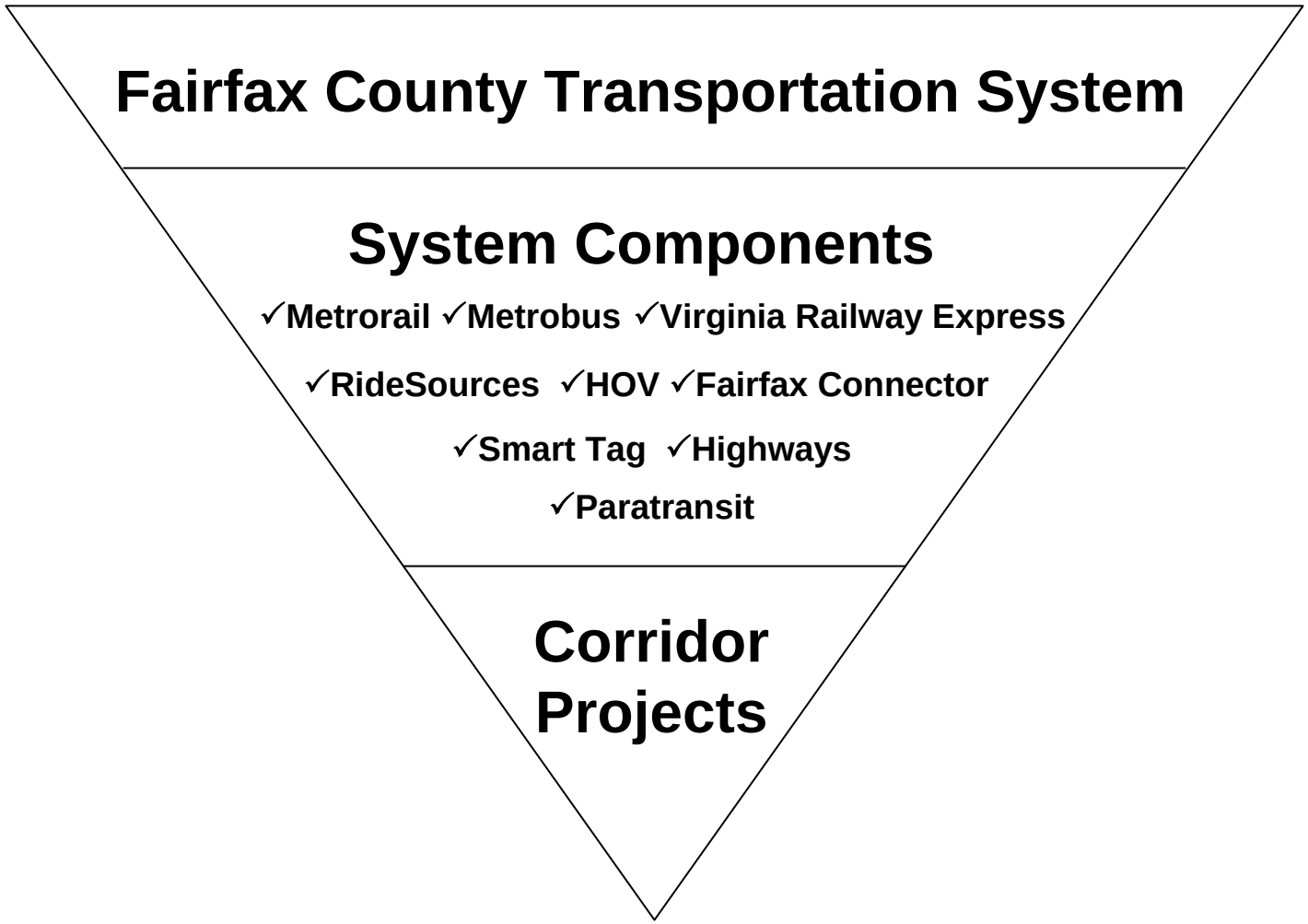
- Transit
- Freight Rail
- Passenger Rail
- Passenger Ferry
- Telework
- Guaranteed Ride Home
- TDM/Commuter Assistance

- Traveler Info
- Congestion Relief
- Security
- Conformity
- Marketing
- HOV Lanes & Parking Facilities
- Commuter Signage
- Multimodal Planning
- Congestion Management Programs
- ITS
- Pedestrian Programs/Facilities

- Highway Facilities
- Maintenance
- Signals
- Ramp Metering
- Vehicle Ferry
- Bike Facilities
- Toll Facilities

Systematic Approach

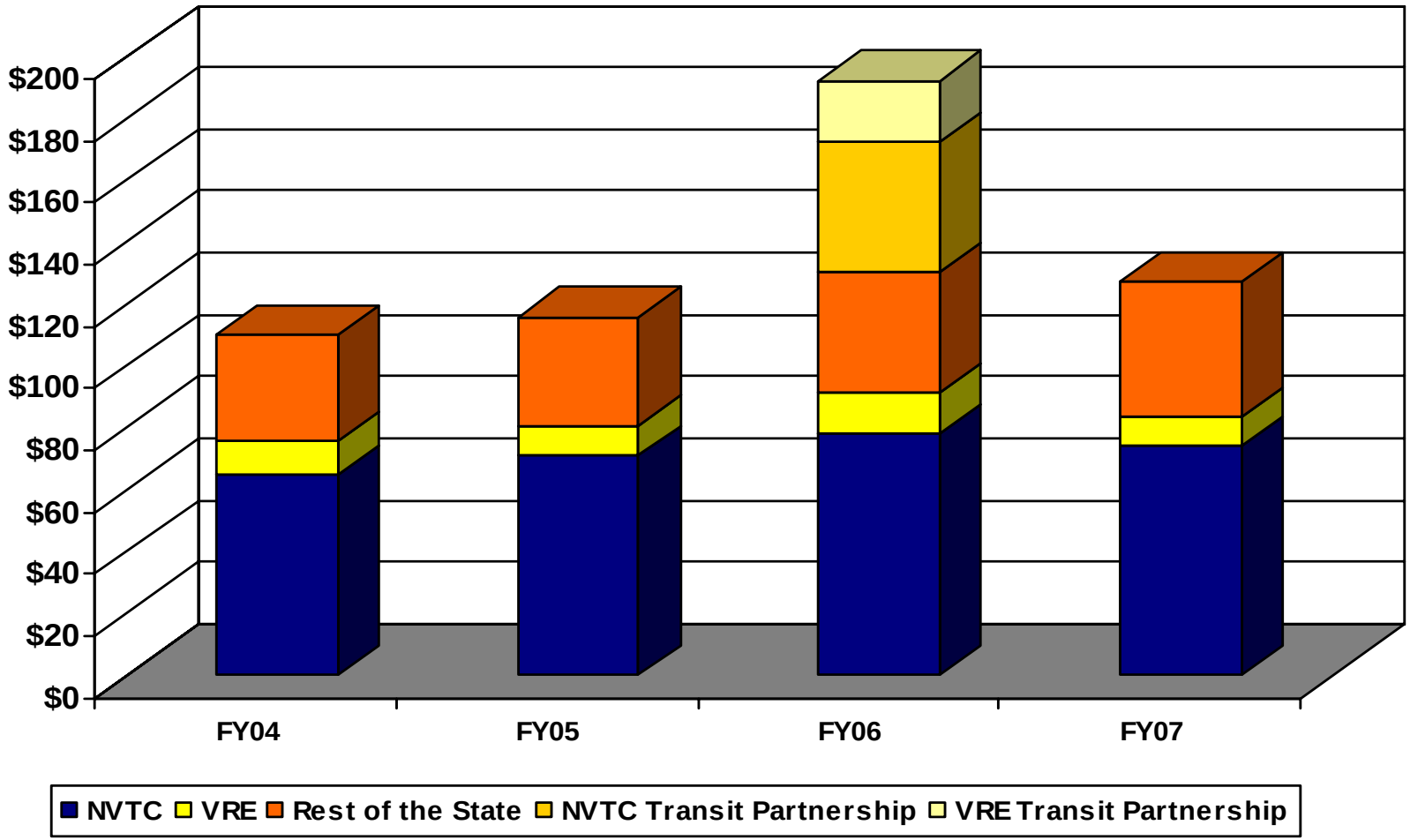
Transportation Choices



DRPT Funding Contributions

Northern Virginia

State Aid to Public Transportation (Millions)



NVTC includes Metrorail and Metrobus, Fairfax Connector, DASH, Arlington Transit, CUE Bus and GEORGE

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Major Transportation Needs

Fairfax County

- I-66 Corridor - Vienna to Centreville
- I-95 Corridor - Franconia/Springfield to Lorton to Potomac Mills
- Richmond Highway Corridor
- Western Fairfax County
- West Ox Bus Garage
- Metrorail CIP – *"Metro Matters"*
- Park and Ride lots – Metro, VRE, HOV
- Rail to Tysons/Dulles

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DULLES CORRIDOR
METRORAIL PROJECT

Project Description

- 23-mile Metrorail extension out of the Orange Line between East and West Falls Church with 11 stops in Tysons Corner, Reston, Herndon, Dulles International Airport and Eastern Loudoun County
- Phase 1 – 5 stations to serve Tysons Corner and Wiehle Ave in eastern Reston (2011)
- Phase 2 – 6 stations to serve Reston, Herndon, Dulles International Airport and Eastern Loudoun County (2015)

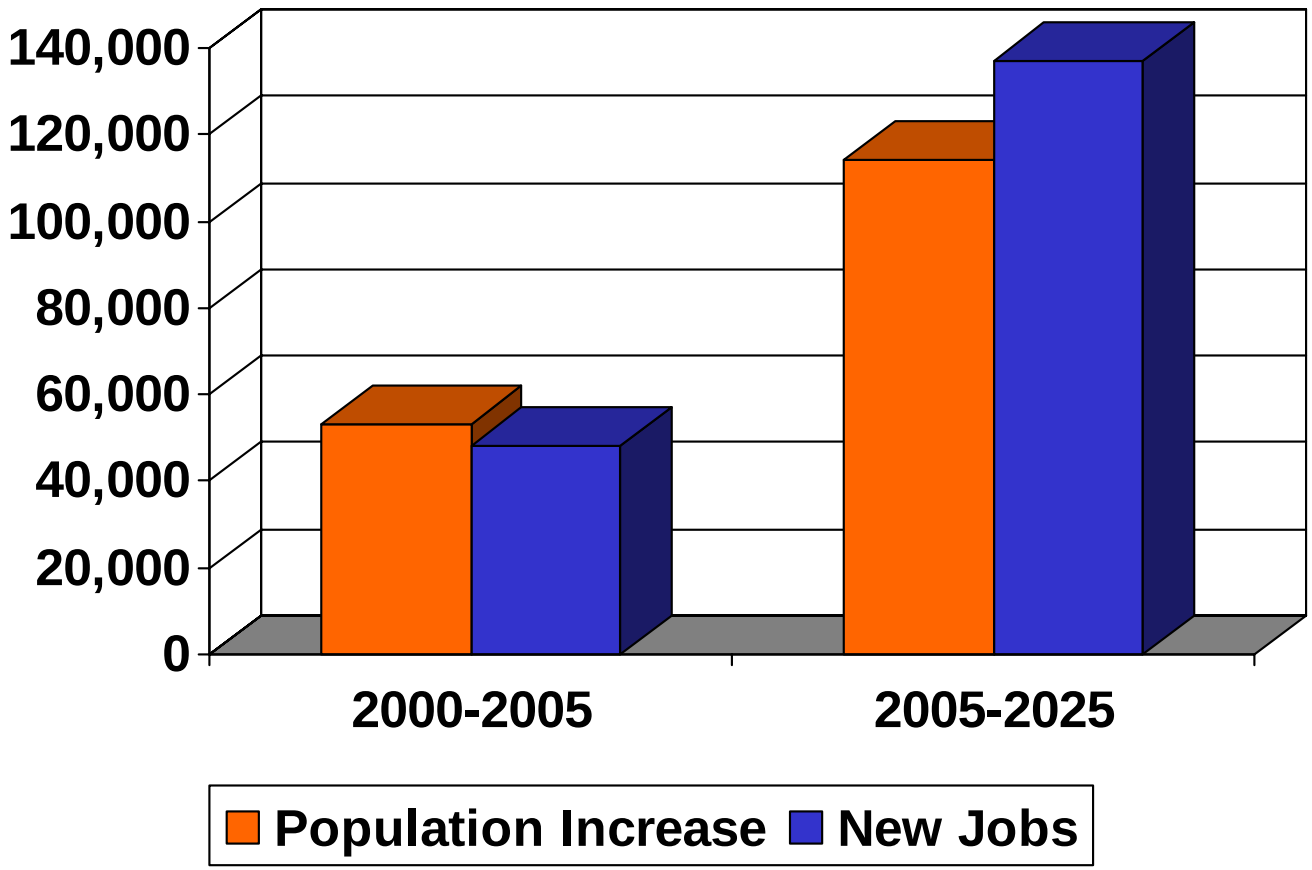
Dulles Corridor Today

- **Tysons Corner**
  - Largest mall in metro DC; 10th largest in US
  - 115,000 jobs
  - 43 million square feet of commercial real estate
- **Reston/Herndon**
  - 70,000 jobs
  - 29 million square feet of commercial real estate
- **Loudoun County**
  - Fasting growing county in Virginia; population to increase 150% by 2025
  - 100,000 jobs
  - 12.6 million SF of office space and 14 million SF of industrial space
- **Dulles Airport**
  - 22 million passengers in 2004 served by 43 airlines
  - Over 18,000 employees
  - Generates $6.2 billion in revenue for the regional economy

Need For Improvements

Growth in the Dulles Corridor

Population and jobs will increase dramatically in the next 20 years



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Source: Final EIS, Dec 2004

Need For Improvements

Traffic Congestion

5 out of 8 Major Roads in Gridlock by 2010

Dulles Airport Access Road
Dulles Connector Road
Dulles Greenway
Dulles Toll Road
I-495 N
I-66
Route 28
Route 50

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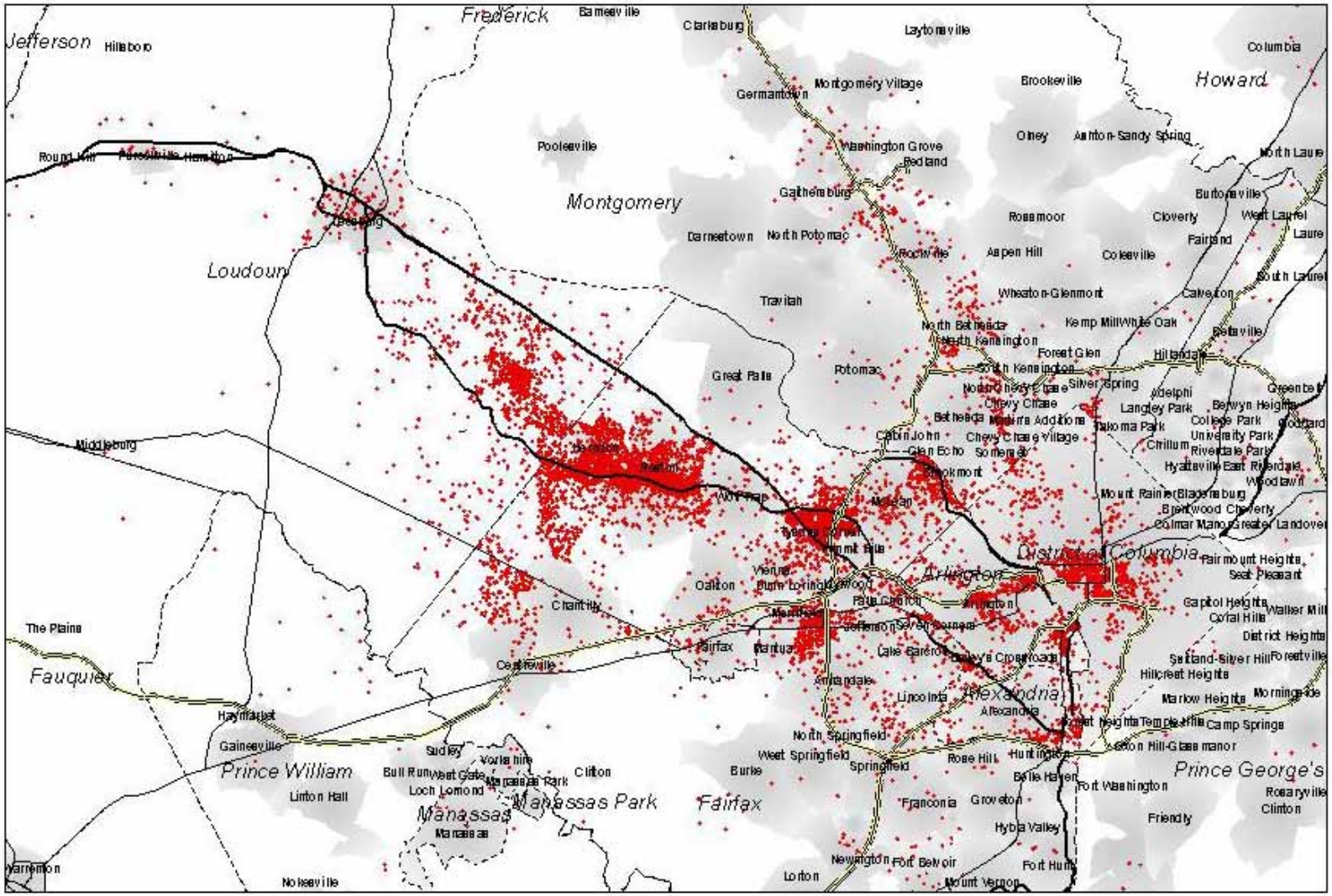
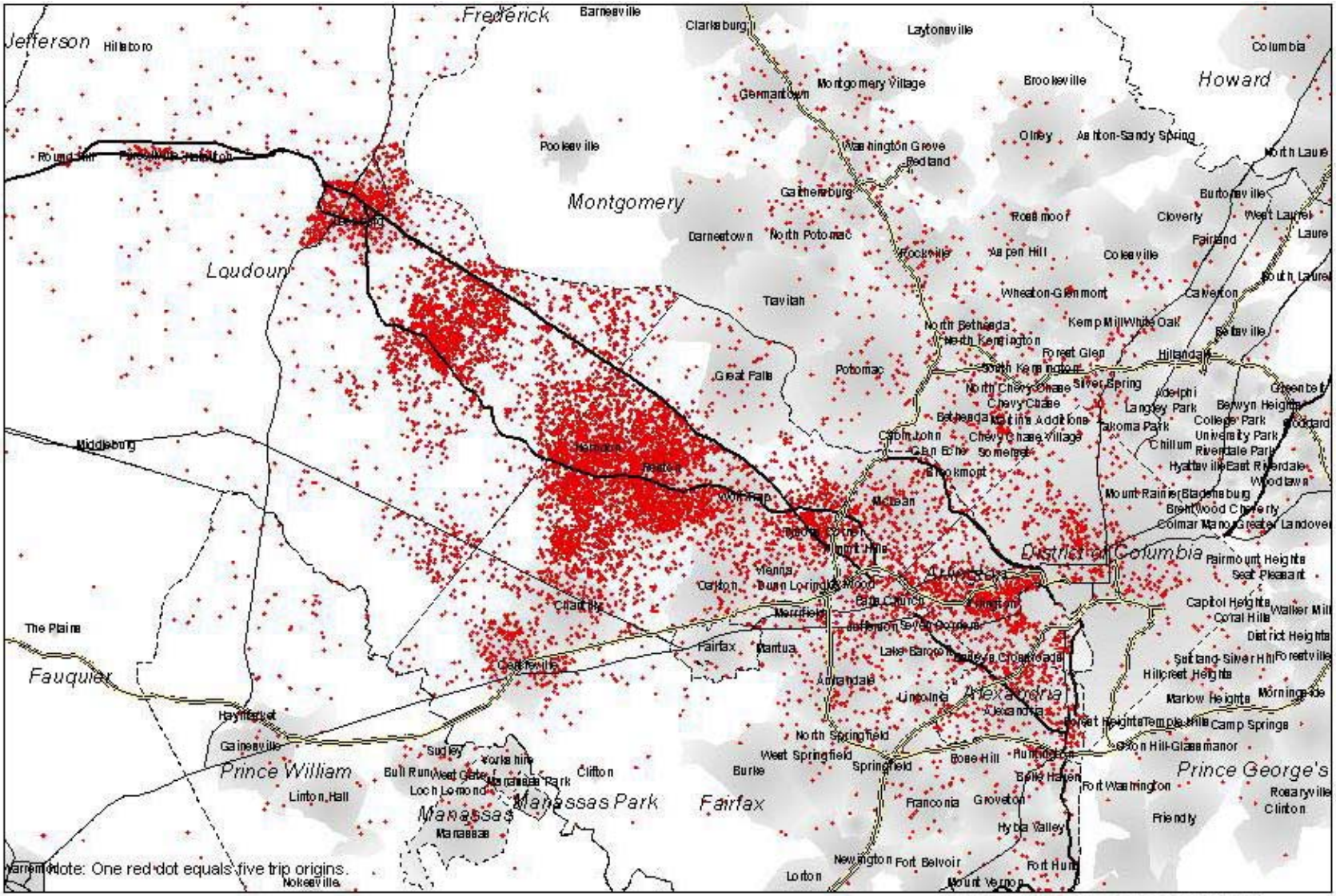

Frederick
Jefferson
Loudoun
Montgomery
Howard
Prince William
Fairfax
Prince George's
Fauquier
Manassas
Manassas Park
Alexandria
Arlington
District of Columbia
Middleburg
The Plains
Gainesville
Haymarket
Centreville
Chantilly
Dulles
Leesburg
Germantown
Montgomery Village
Gaithersburg
Rockville
Bethesda
Silver Spring
Takoma Park
College Park
Potomac
Great Falls
Travilah
Olney
Brookeville
Columbia
Laytonsville
Clarksburg
Poolesville
Hillsboro
Round Hill
Purcellville
Hamilton
Aspen Hill
Wheaton-Glenmont
Kemp Mill
White Oak
Hillandale
Forest Glen
Chevy Chase
Cabin John
Glen Echo
Somerset
Hyattsville
Mount Rainier
Landover
Fairmount Heights
Seat Pleasant
Capitol Heights
Suitland-Silver Hill
Camp Springs
Fort Washington
Rosaryville
Clinton
Friendly
Hybla Valley
Fort Hunt
Mount Vernon
Lorton
Newington
Fort Belvoir
Woodbridge
Dumfries
Occoquan
Nokesville
Gainesville
Haymarket
Linton Hall
Bull Run
Loch Lomond
Clifton
Burke
West Springfield
North Springfield
Springfield
Franconia
Groveton
Huntington
Rose Hill
Belle Haven
Alexandria
Lincolnia
Annandale
Fairfax
Vienna
Oakton
Falls Church
Arlington
Tysons Corner
Lake Barcroft
Seven Corners
Jefferson
Mantua
Merrifield
Kensington
Wheaton
Aspen Hill
Rockville
Olney
Ashton-Sandy Spring
Burtonsville
Cloverly
Fairland
Colesville
West Laurel
Laurel
North Laurel
South Laurel
Calverton
Beltsville
Greenbelt
Berwyn Heights
University Park
Riverdale Park
East Riverdale
Woodlawn
Bladensburg
Brentwood
Cheverly
Colmar Manor
Greater Landover
Morningside
Marlow Heights
Forestville
District Heights
Walker Mill
Coral Hills
Hillcrest Heights
Temple Hills
Oxon Hill-Glassmanor
Potomac
Cabin John
Bethesda
Chevy Chase Village
Somerset
Glen Echo
Takoma Park
Langley Park
Adelphi
Silver Spring
North Chevy Chase
Kensington
Wheaton
Forest Glen
Hillandale
White Oak
Kemp Mill
Wheaton-Glenmont
Aspen Hill
Rockville
Colesville
Fairland
Cloverly
Burtonsville
West Laurel
Laurel
North Laurel
Columbia
Howard
Brookeville
Olney
Ashton-Sandy Spring
Montgomery Village
Germantown
Gaithersburg
Washington Grove
Redland
Poolesville
Darnestown
North Potomac
Travilah
Great Falls
Potomac
Clarksburg
Laytonsville
Hillsboro
Round Hill
Purcellville
Hamilton
Leesburg
Middleburg
Nokesville
Warrenton
Gainesville
Haymarket
The Plains
Centreville
Chantilly
Dulles
Fairfax
Mantua
Merrifield
Kensington
Wheaton
Silver Spring
Takoma Park
College Park
Greenbelt
Berwyn Heights
Beltsville
Calverton
South Laurel
Laurel
Fairland
Cloverly
Burtonsville
West



PM PEAK DESTINATIONS

FIGURE 3-6

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Meeting the Challenge

The Preferred Solution

- Provide high quality, high capacity transit improvements in the Dulles Corridor

- Benefits:
  - Serves rapidly growing population and employment centers
  - Serves future land use and development plans
  - Increases mobility and adds capacity in the corridor
  - Complements highway transportation
    - Capacity of 4 additional lanes during peak periods

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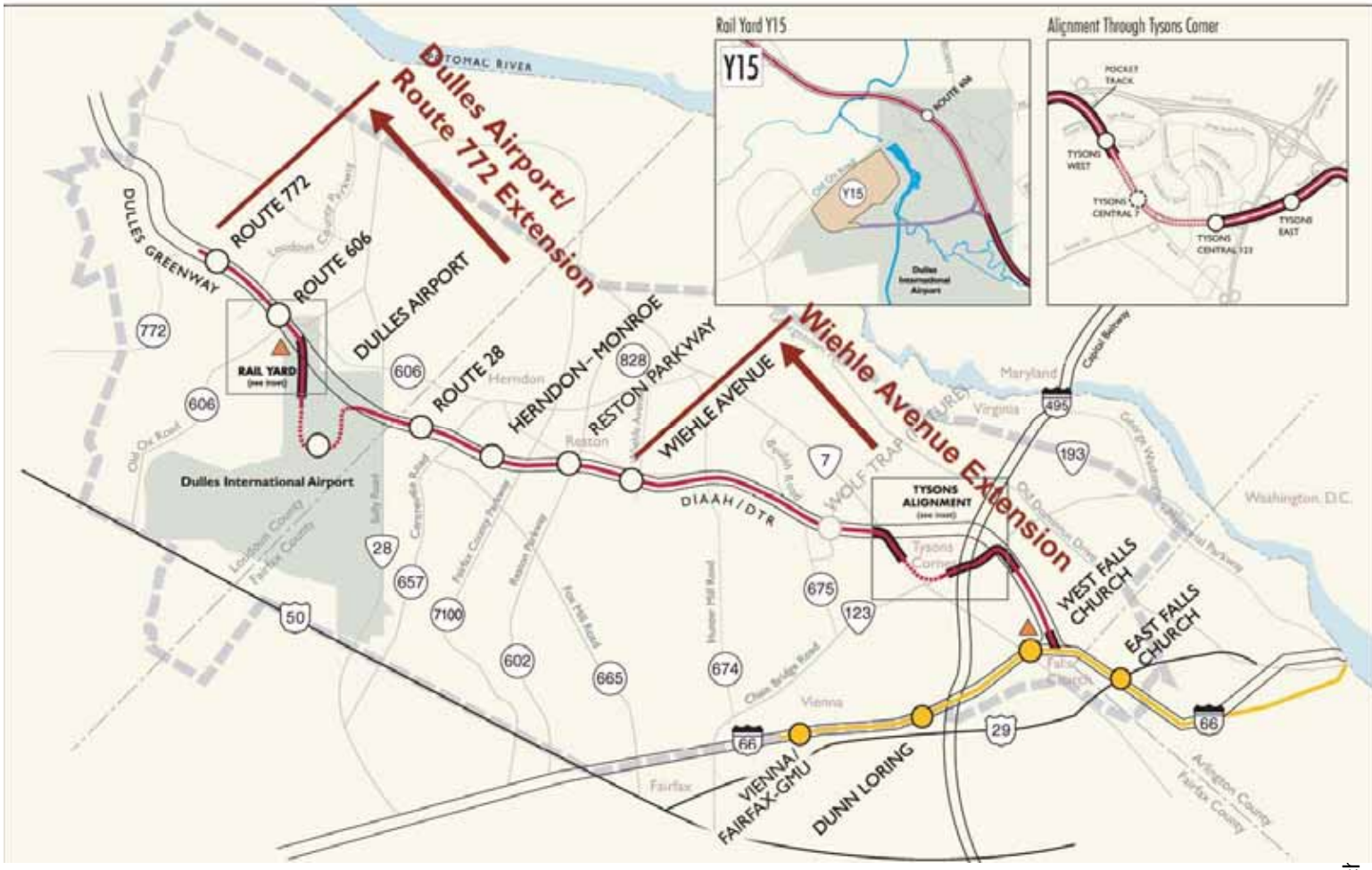
Map of Dulles Corridor Metrorail Project

Phase 1 to Tysons Corner and Reston

Phase 2 to Dulles Airport and Loudoun County



March

Metrorail Extension Ridership

Projected Daily Trips

- **Phase 1 to Reston (Wiehle Ave.):**
  56,000 daily trips in 2011
  71,000 by 2025

- **Full Project (Dulles Airport/Loudoun County):**
  78,100 daily trips by 2015
  87,400 by 2025

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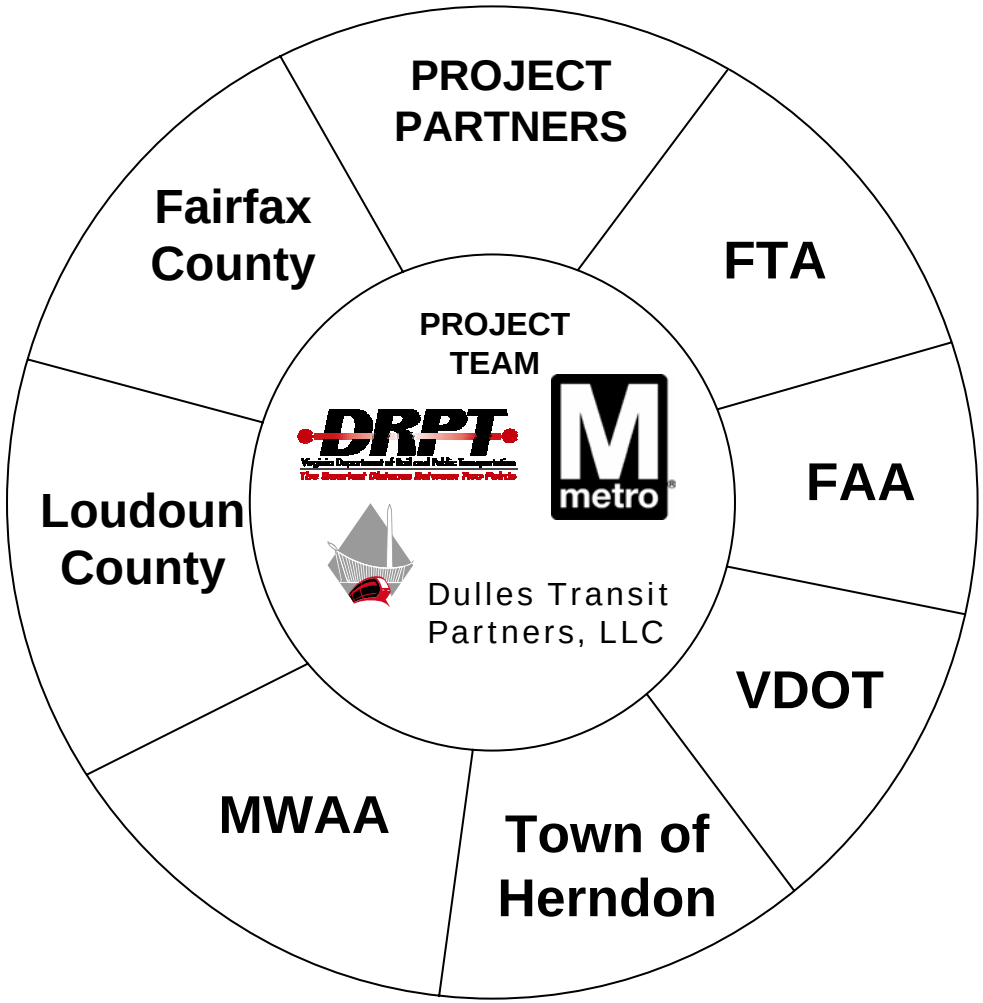
Historic Partnership

First Transit Project Under Virginia's Public-Private Transportation Act



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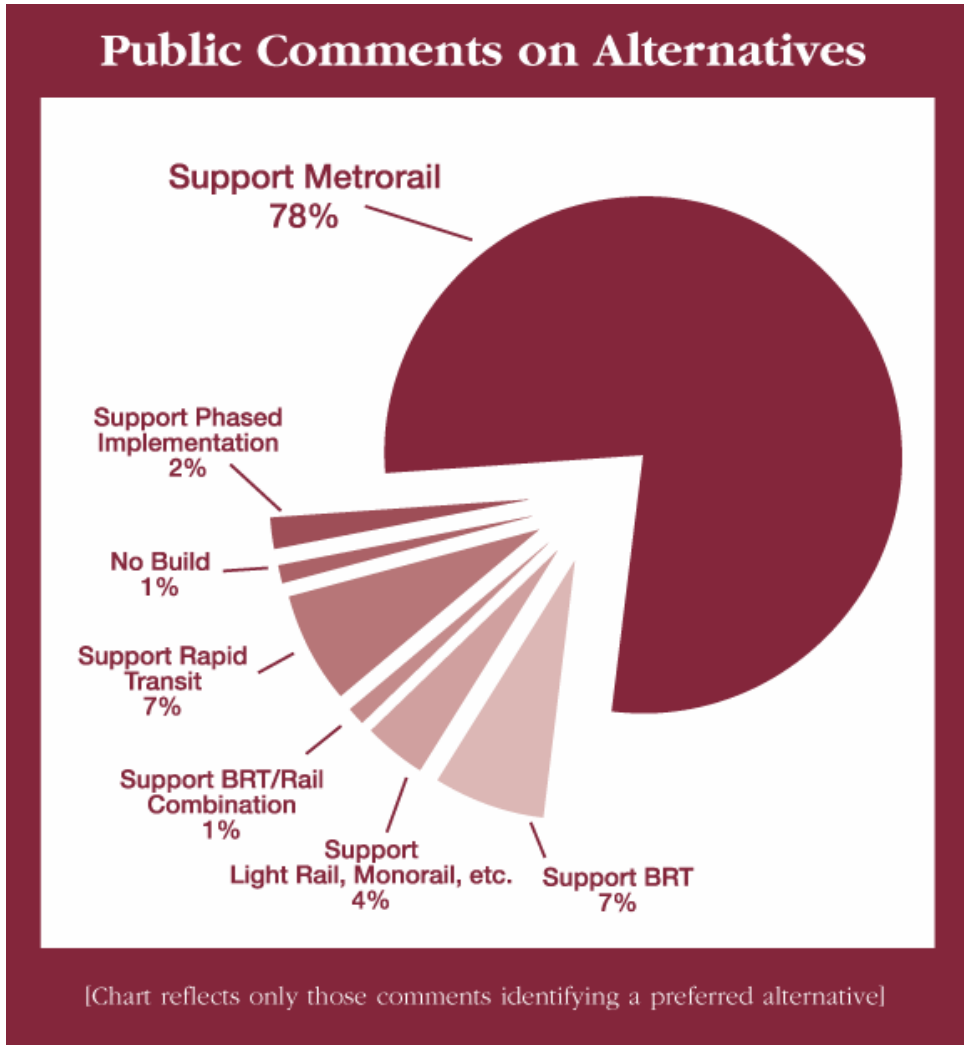
What We Heard from the Public

Metrorail is the Best Choice


Public Comments on Alternatives
Support Metrorail 78%
Support Phased Implementation 2%
No Build 1%
Support Rapid Transit 7%
Support BRT/Rail Combination 1%
Support Light Rail, Monorail, etc. 4%
Support BRT 7%
[Chart reflects only those comments identifying a preferred alternative]

Source: Final EIS 2004 (based on comments received during the Draft EIS public comment period)

What We Heard from the Public

Poll results from January 2005

- 70% support expansion of Metrorail through Tysons Corner to Dulles Airport.

Washington Post poll conducted by telephone Jan. 27-31, 2005 among 1,003 randomly selected adults living in the Washington region, including 110 DC residents, 519 MD residents, and 374 VA residents.

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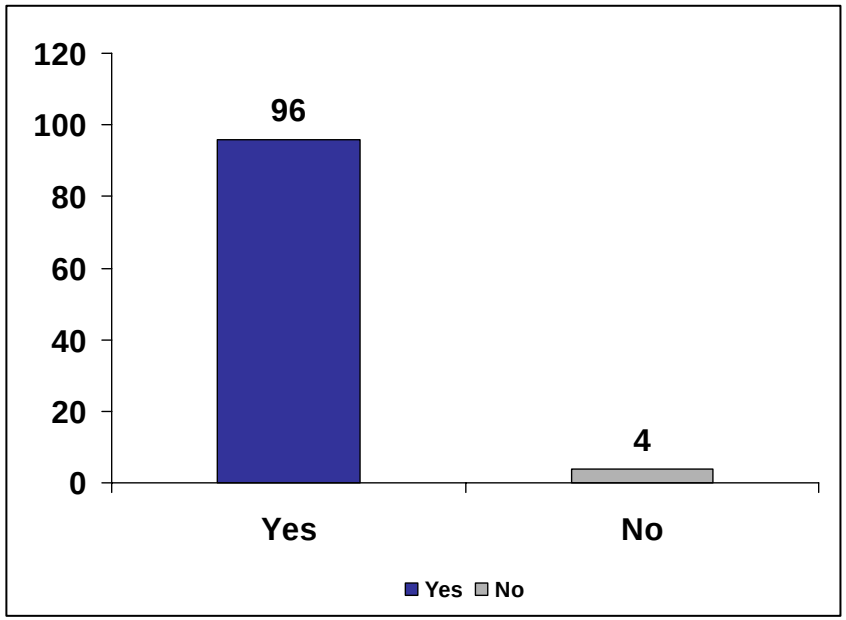
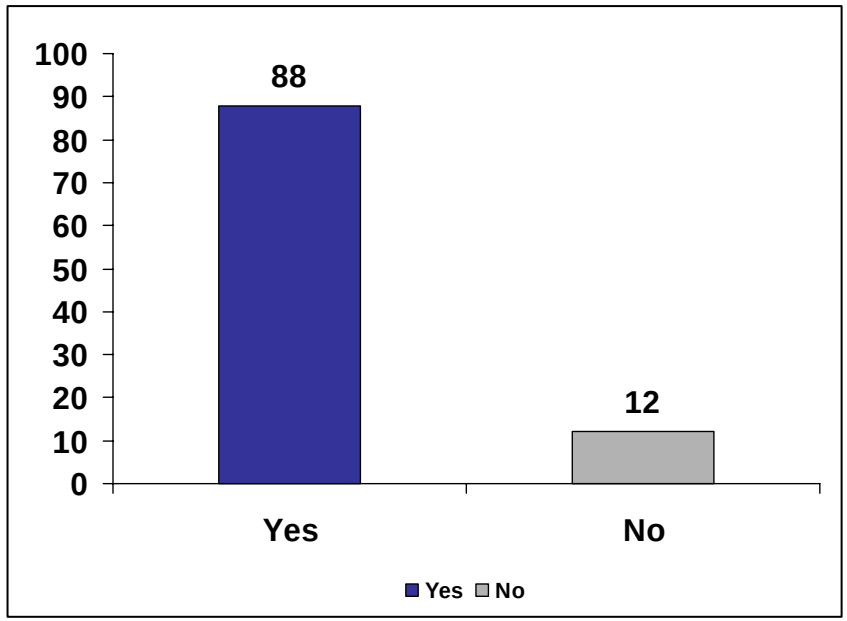
Public Support for Metrorail to Dulles

There is widespread public support





96% favor bringing the Metrorail extension to Dulles*

88% support extending rail transit 23.1 miles from the Orange Line to Route 772 in Loudoun County*

*Source: Websites of VA Delegates that represent Loudoun and Reston

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What We Heard from Local Authorities

Formal Endorsements of Metrorail

- WMATA Board of Directors
- Loudoun County Board of Supervisors
- Fairfax County Board of Supervisors
- Metropolitan Washington Airports Authority Board of Directors
- Herndon Town Council

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What We Heard from Federal Authorities

- Strong affirmation from EPA on selecting Metrorail as the Preferred Alternative
- A Record of Decision by FTA for the entire project is pending
- One of only two rail projects in the country approved to enter Preliminary Engineering in 2004
- One of only 14 projects in the country to receive FTA “Recommended” rating in FY 2006 New Starts Report to Congress released on February 8, 2005

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One Project
Why Two Phases?

- FTA notified DRPT that, due to federal funding constraints, the project should be phased into two sections.

- The decision to end Phase 1 at Wiehle Avenue was based on the funding available. This was the maximum length that we could extend the line within the budget for Phase 1.

Wiehle Avenue Station

- Revisions made to site plan based on community issues about it being a terminus station until Phase 2 is built
- Provisions to segregate traffic were made, including relocating the bus drop offs and parking lot
- While we move forward with the public plan for Wiehle Ave station, Fairfax County is pursuing a joint development initiative and we are supporting them

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Project Financing

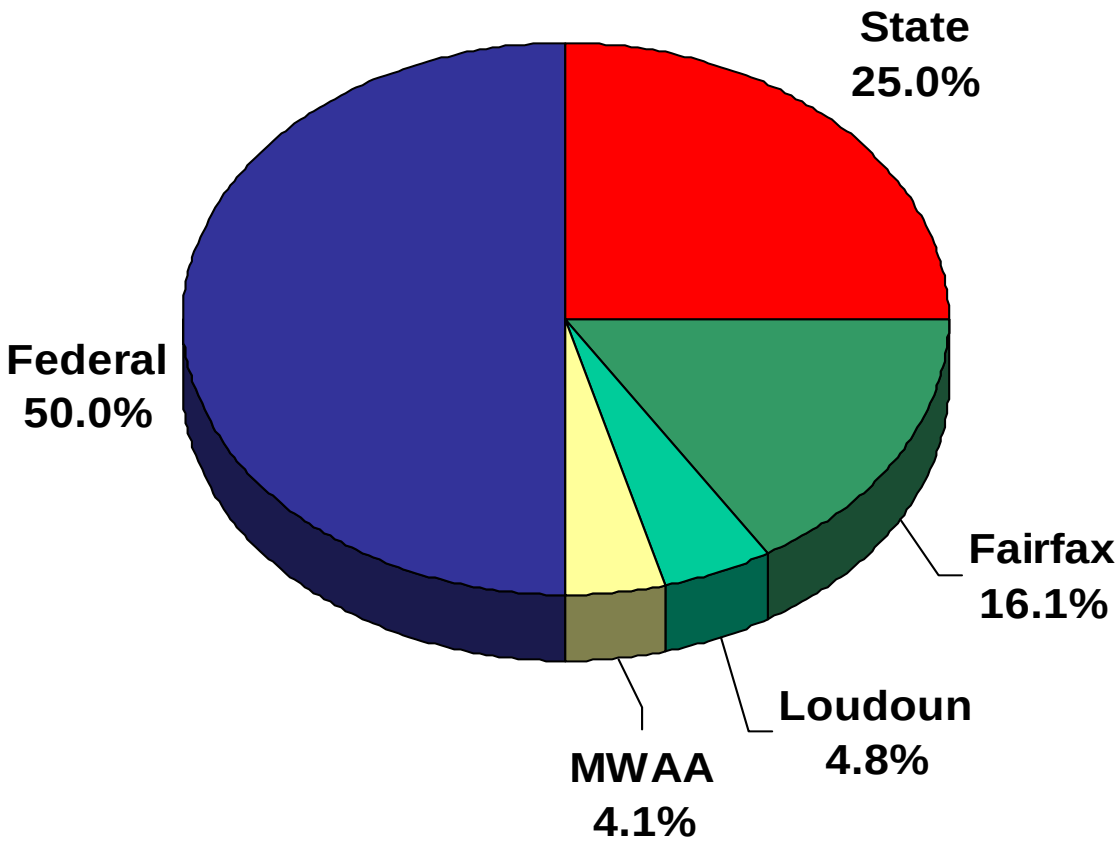
Project Funding

Estimated Cost

Phase 1 - $1.5B

Phase 2 - $2.0B

Total Project = $3.5B



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State Share of Funding

Toll Increase on Dulles Toll Road

- **Approved by CTB on February 17, 2005**
- **First ever increase since toll road opened**
- **Takes effect May 22, 2005**
- **25¢ increase at main toll plaza (to 75¢)**
- **25¢ increase at entrance/exit ramps (to 50¢)**
- **15¢ increase at Sully Rd/Greenway ramps (to 50¢)**
- **Applies equally to all vehicle types and payment methods**
- **Completes Commonwealth's share of Phase 1 funding and provides a portion of Phase 2 funding**
- **More info: www.virginiadot.org**

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Phase I Financial Plan

*Committed vs. Needed**

Funding Partner	Committed	Needed	Total
Fairfax County	$380M	$0M	$380M
State (prior to toll increase)	$52M	$328M	$380M
Federal	$161M	$600M	$761M
TOTAL	**$593M**	**$928M**	**$1.521B**
Estimated Cost**			**$1.521B**

*Amounts based upon current financial plan and cost estimates

**Updated financial plan pending completion of Preliminary Engineering and federal approvals and funding

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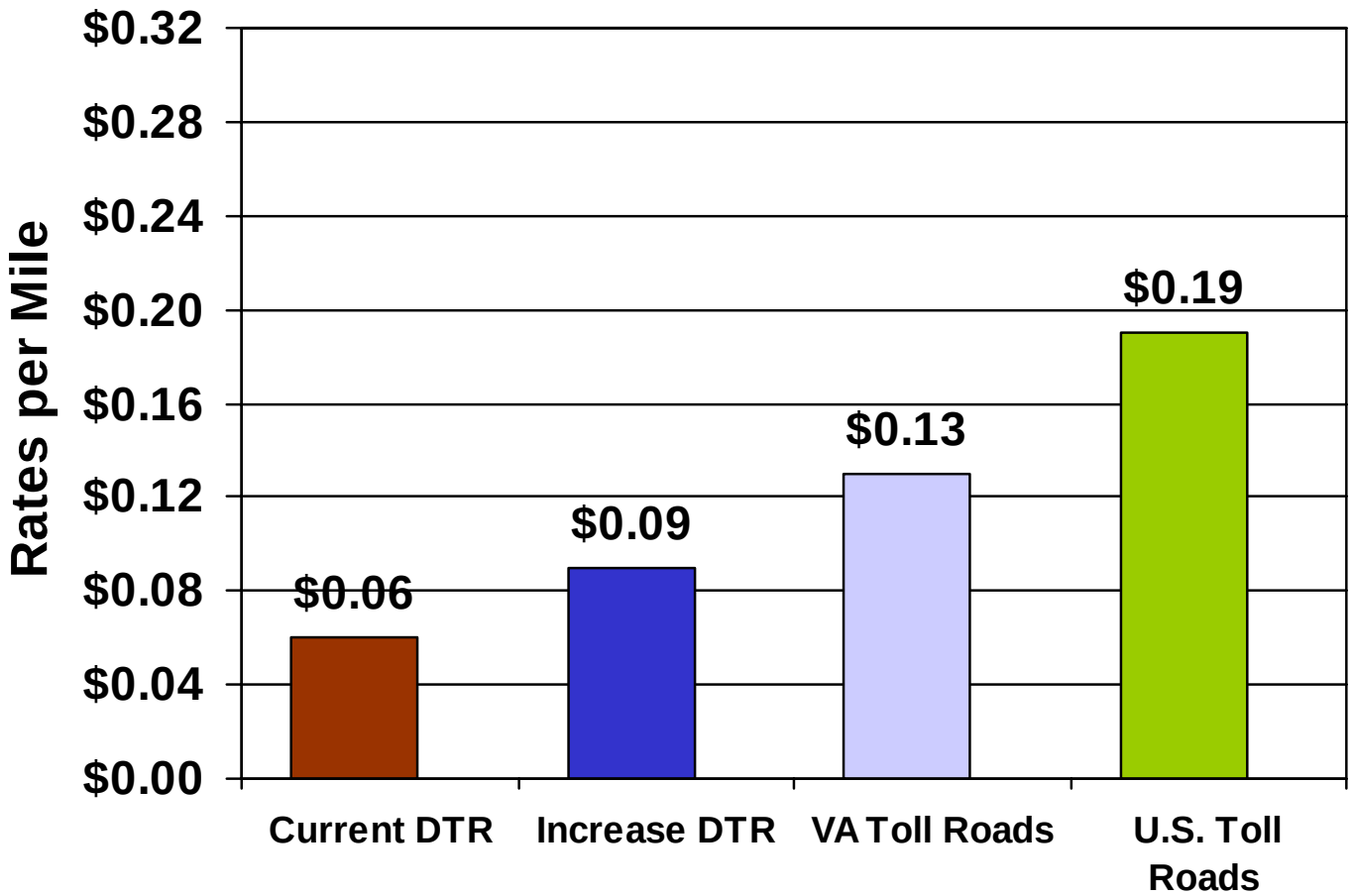
Toll Comparison

Comparison of rates per mile with other toll roads



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EIS Meeting Details

Scoping Meetings

- July 25, 2000 – George C. Marshall High School, Falls Church
- July 26, 2000 – Langston Hughes Middle School, Reston
- July 27, 2000 – Ashburn Elementary School, Ashburn

Draft EIS Public Information Meetings

- January 30, 2001 – George C. Marshall High School, Falls Church
- January 31, 2001-Langston Hughes Middle School, Reston
- February, 1, 2001 – Ashburn Elementary School, Ashburn

Draft EIS Public Hearings

- July 29, 2002 – Spring Hill Elementary School, McLean
- July 30, 2002 – Langston Hughes Middle School, Reston
- July 31, 2002 – Stone Bridge High School, Ashburn

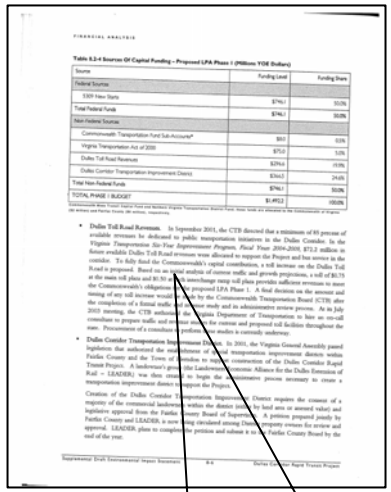
Supplemental Draft EIS Public Hearings

- December 3, 2003 – Langston Hughes Middle School, Reston
- December 11, 2003 – Farmwell Station Middle School, Ashburn

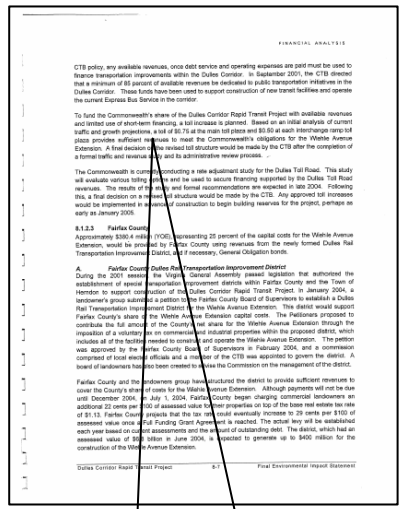
Discussion of a Toll Proposal

On the record…….

"DRPT recently conducted an analysis to evaluate the revenue potential of the Dulles Toll Road under various operating and financing scenarios. A number of options were considered, including refinancing of the existing debt, toll increases and issuance of the new revenue bonds, and variable toll rates for peak period travel…."
Draft EIS, June 2002



"To fully fund the Commonwealth's capital contribution, a toll increase on the Dulles Toll Road is proposed. Based on an initial analysis of the current traffic and growth projections, a toll of $.75 at the main toll plaza and $.50 at each interchange ramp toll plaza provides sufficient revenues to meet the Commonwealth's obligations for the proposed LPA Phase 1..." *Supplemental Draft EIS, October 2003*



"To fund the Commonwealth's share of the Dulles Corridor Rapid Transit Project with available revenues and limited use of short-term financing, a toll increase is planned…" *Final EIS, December 2004*

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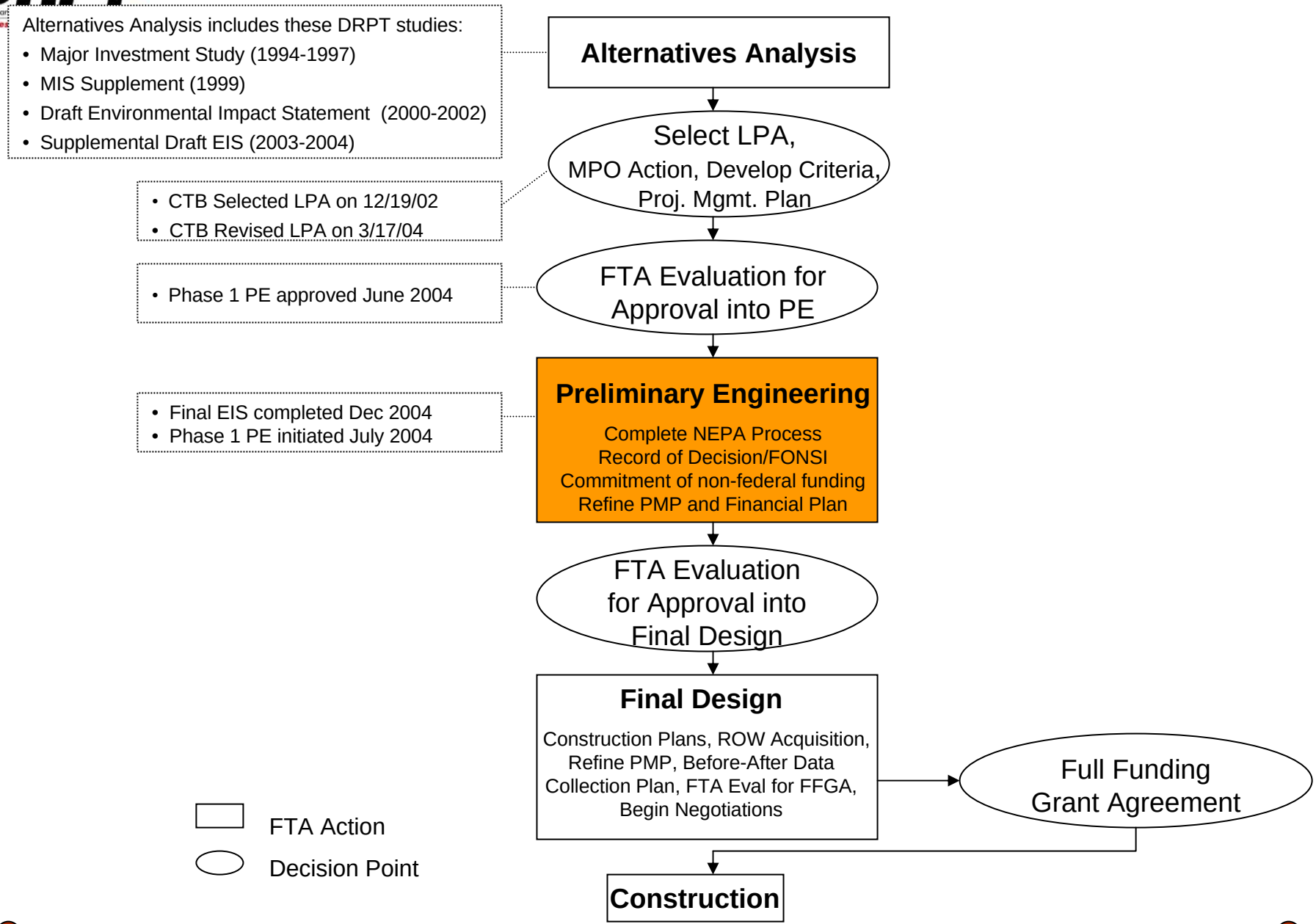
Project Status

Federal Process



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Project Development Process

Milestones Achieved

Over 10 years of project development

- 1994-1999 — Major Investment Study (MIS) and MIS Supplement
- 2000-2002 — Draft Environmental Impact Statement
  Locally Preferred Alternative (Metrorail to Route 772)
- 2003-2004 — Supplemental Draft EIS
  (Metrorail Phased Construction)
- Jun 2004 — Preliminary Engineering (PE) begins
  One of only 2 rail projects in the country (2004)
- Dec 2004 — Final EIS
- Feb 2005 — FTA "Recommended" Rating
  One of only 14 projects in the country to receive FTA "Recommended" rating in FY 2006 New Starts Report to Congress released on February 8, 2005
- Feb 2005 — **Entire local and state funding for Phase 1 secured**
- Mar 2005 — FTA Record of Decision for entire project

FTA New Starts
A Highly Competitive Program

- Only about 15 percent of 287 projects authorized in TEA-21 have made it to the finish line thus far

- Of 27 projects evaluated for this New Starts Report
  - 2 Highly Recommended
  - 12 Recommended
  - 8 Not Recommended
  - 5 Not Rated

14 FTA Recommended Projects

- New York, LIRR East Side Access Comm. Rail
- New York, Second Ave Subway HRT
- Phoenix, AZ, Central Phoenix/East Valley LRT
- Charlotte, NC, South Corridor LRT
- Pittsburgh, PA, North Shore Connector LRT
- Washington Co, OR, Wilsonville/Beaverton Comm. Rail
- San Diego, CA, Mid-Coast Extension LRT
- San Francisco, CA, Central Subway HRT
- Denver, CO, West Corridor LRT
- Dallas, TX, Northwest/Southeast MOS LRT
- Salt Lake City, UT, Weber Co. to SLC Comm. Rail
- Northern VA, Dulles Corridor Extension to Wiehle Ave, HRT

Project Schedule

Preliminary Engineering (PE) Mobilization	***Jul 2004***
Environmental Review Complete	***Dec 2004***
Record of Decision	***Mar 2005***
PE Complete – Phase 1	Winter 2005
PE Complete – Phase 2	Summer 2006
Phase 1 Construction Begins	Winter 2006
Phase 2 Construction Begins	2010
Passenger Service Begins (Phase 1)	2011
Passenger Service Begins (Phase 2)	2015

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Next Steps

Major Milestones Ahead

- Complete Preliminary Engineering
- Federal approvals and funding:
  - Reauthorization
  - Final Design/Construction (Full Funding Grant Agreement)

Contact Information

For more information:

Project website: www.dullesmetro.com

Project information line: 703-288-7000

Project office: 1595 Spring Hill Road, Suite 600
Vienna, VA 22182

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